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Just as I was on my way out the door of the NEWS to meet Tomaine, Cy Grosvenor came in. I was all prepared for him to pick, pick, pick, as he usually does. As it turns out, he was there singing songs of praise. He said — "you'll have to get this Hubermik fellow working on finding out about when the South Canaan Loop was formally opened. We know that it was in 1899 but we don't know the exact day." Excellent. Cy Grosvenor recognizes that John is a force to be reckoned with when it comes to the Gravity Railroad. I was as proud as a parent of John ^{would be} when Grosvenor spoke of JVB. I also asked Grosvenor about the site where they burned the car when the road closed, and it all took place -- says Grosvenor -- exactly where John hypothesized that it took place. Excellent. A more complete Gravity Railroad report for the day is given in my Gravity notebook -- which is presently in John's keeping. I went to the Post office and then to McDonnell's -- where Tomaine was waiting and where Grosvenor was also seated. Moments after Grosvenor saw me, he came over and joined us. I interviewed Grosvenor. RJT got very upset with Grosvenor. They hate each other. They are both so intent on being the world's leading authority on everything they deal with that they don't even listen to each other. It is most surprising to me how irrational RJT can be at times -- all you have to do is mention Cy Grosvenor or videotape to him and he flies into a rage. If they would both stop being such "experts" and listen to each other, they would both be much farther along. Cy Grosvenor brought up the subject of automobiles and then held forth on them for some time. He made a few remarks that RJT didn't agree with and RJT began